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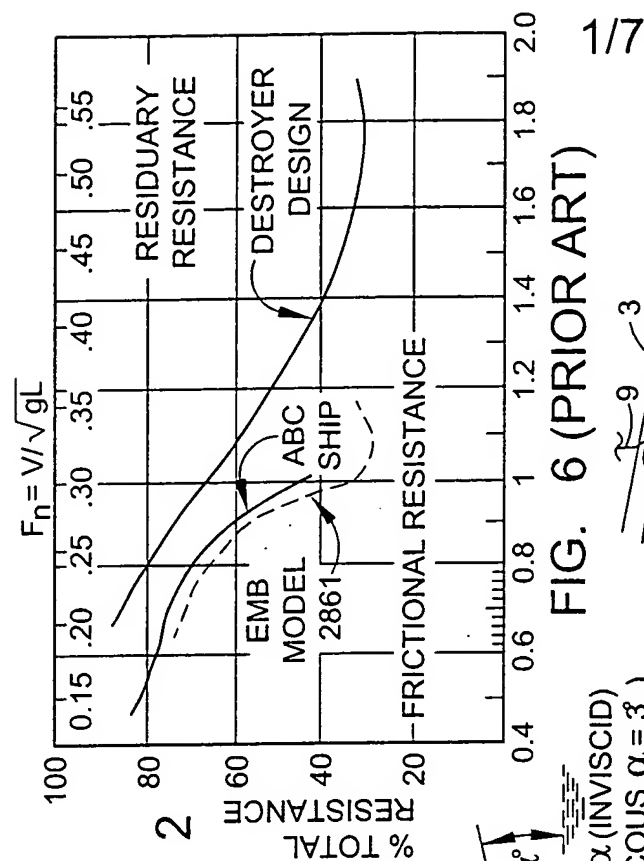
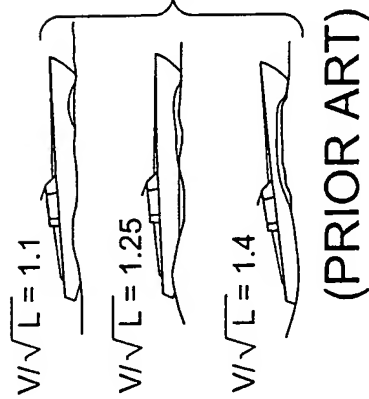
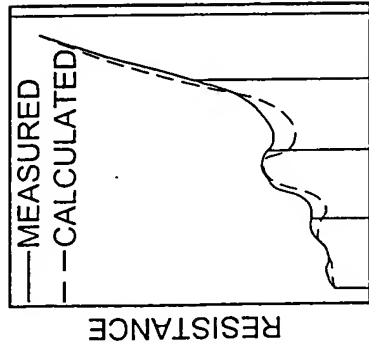


FIG. 1(PRIOR ART)

(PRIOR ART)

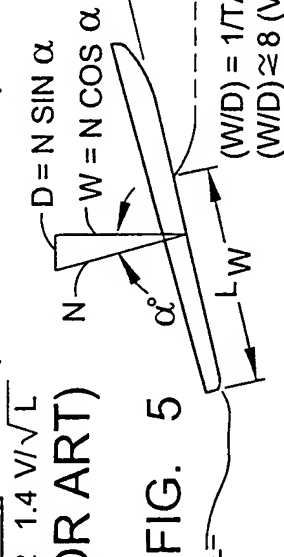


FIG. 5



FIG. 7a

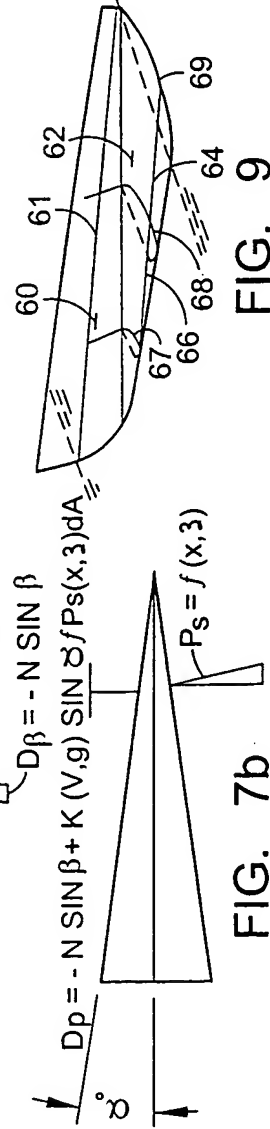


FIG. 7b

FIG. 9

FIG. 6 (PRIOR ART)

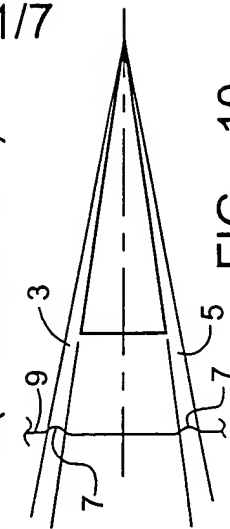


FIG. 10

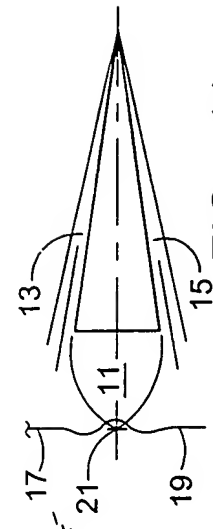


FIG. 11

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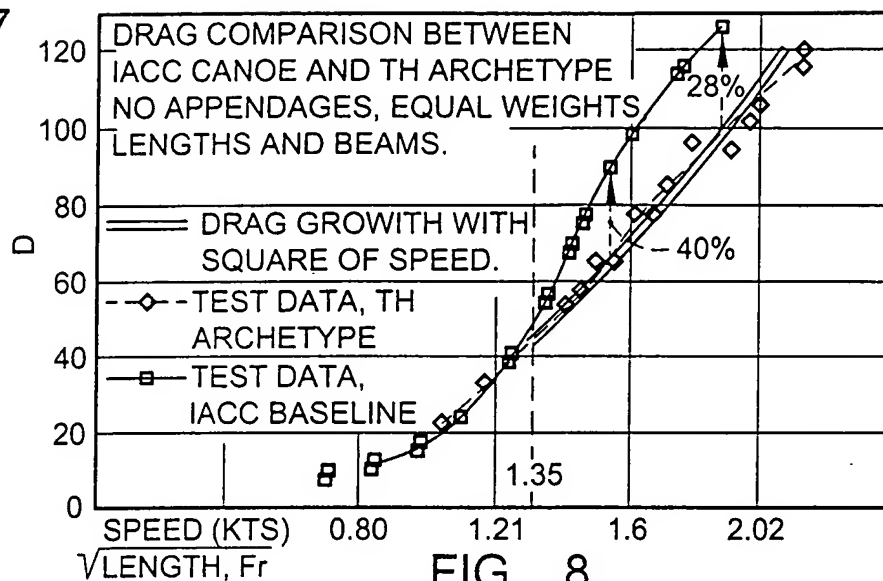


FIG. 8

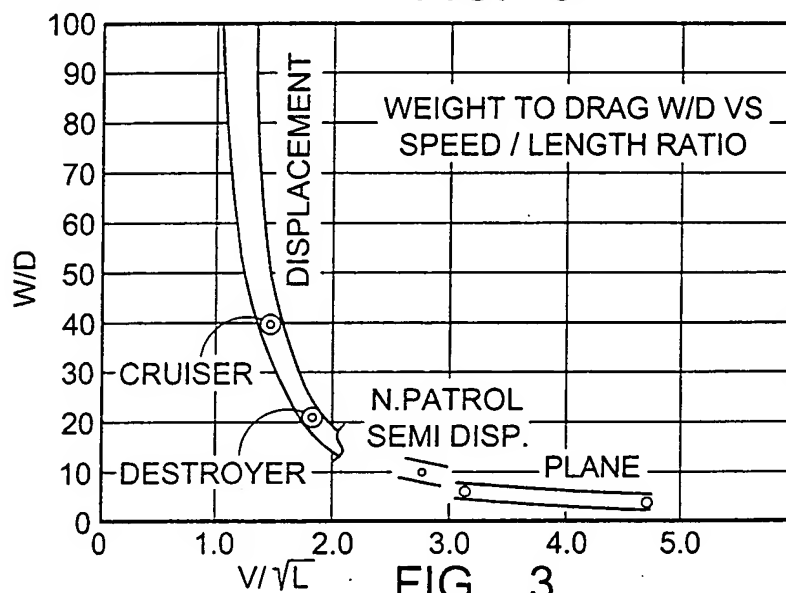


FIG. 3

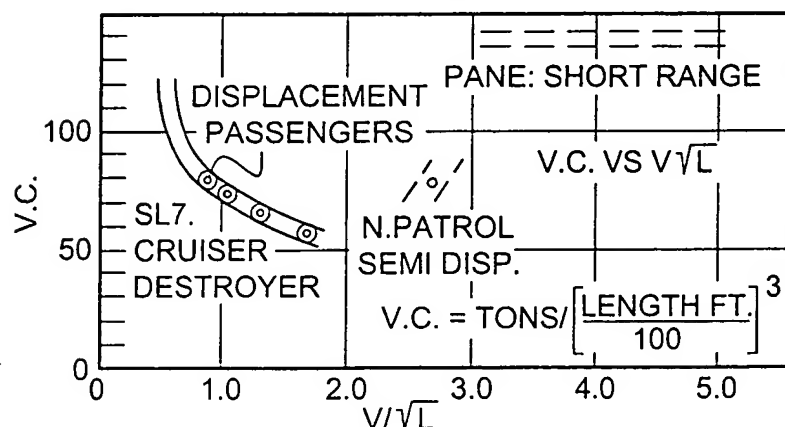


FIG. 4 TYPICAL VOLUMETRIC COEFFICIENTS V.C.
AS FUNCTIONS OF SPEED TO LENGTH RATIO V/\sqrt{L}

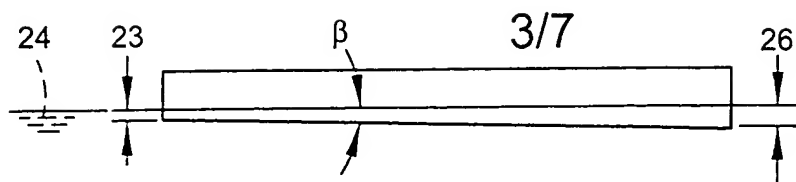


FIG. 12a
 $V/\sqrt{L} = 0$

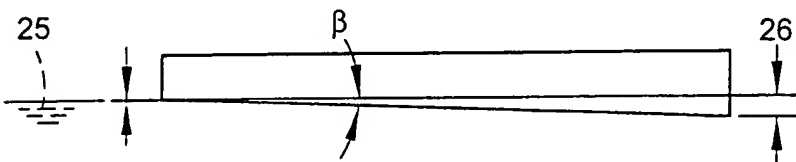


FIG. 12b
SUPERCRITICAL
 $V/\sqrt{L} > 1.25$

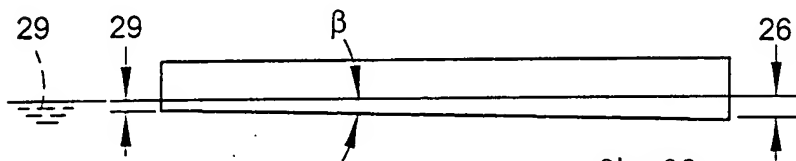


FIG. 13a
 $V/\sqrt{L} = 0$

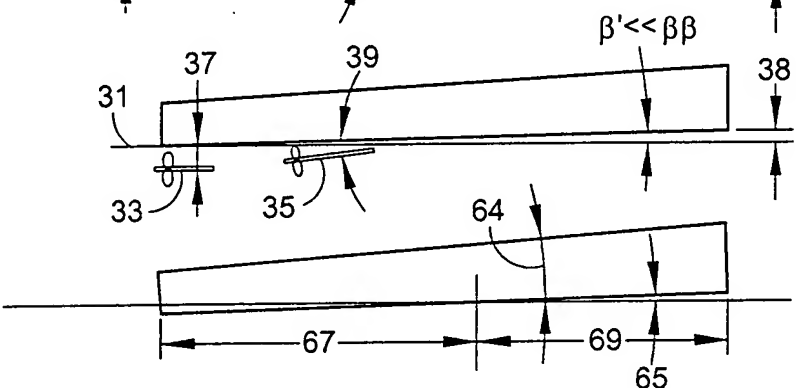


FIG. 13b
HYPERCRITICAL
 $V/\sqrt{L} > 2.0$

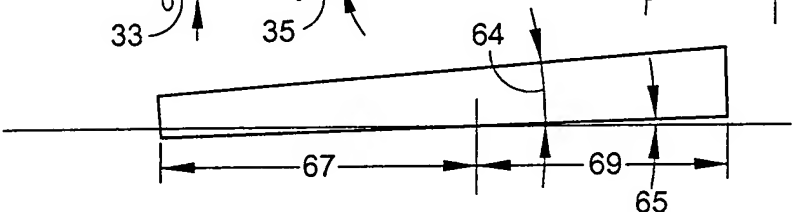


FIG. 14b
TRASPLANAR
 $V/\sqrt{L} > 3.0$

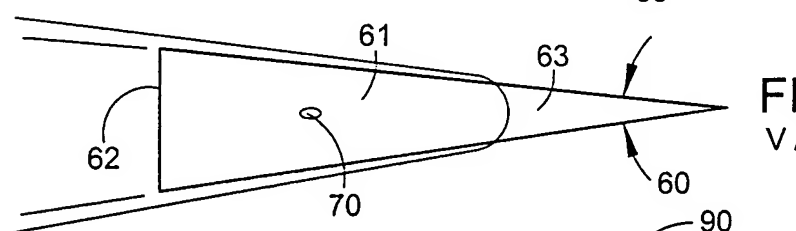


FIG. 14a
 $V/\sqrt{L} \geq 3.0$

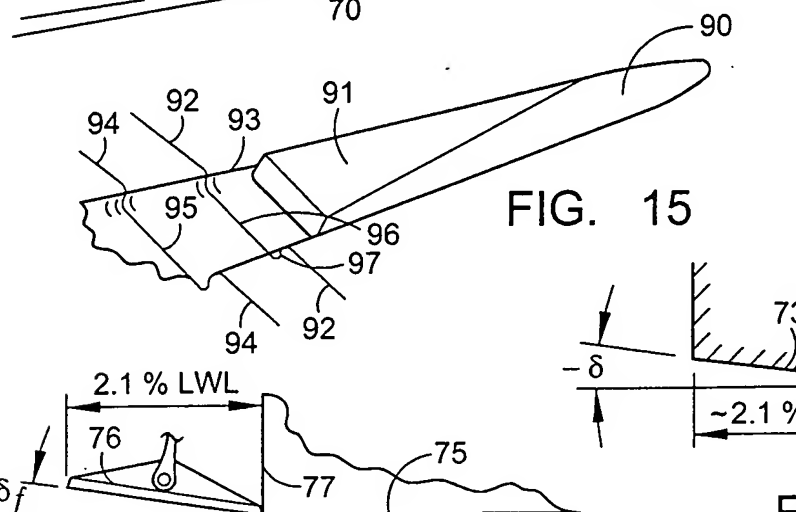


FIG. 15

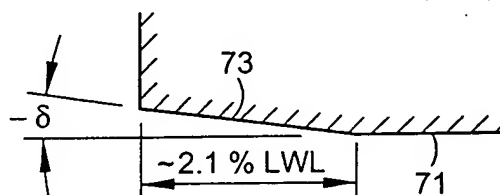


FIG. 14c

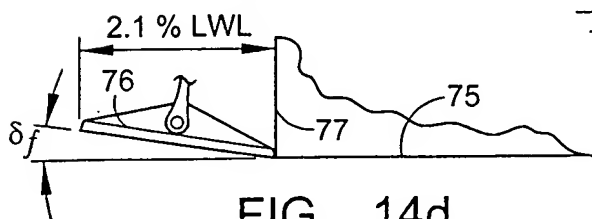


FIG. 14d

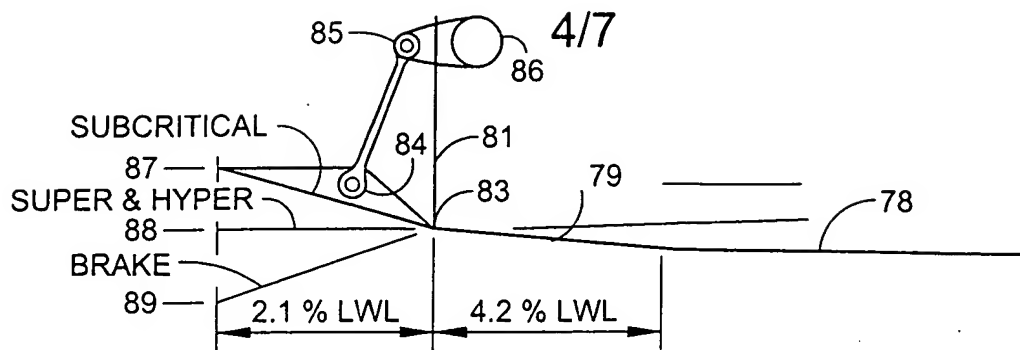


FIG. 14e

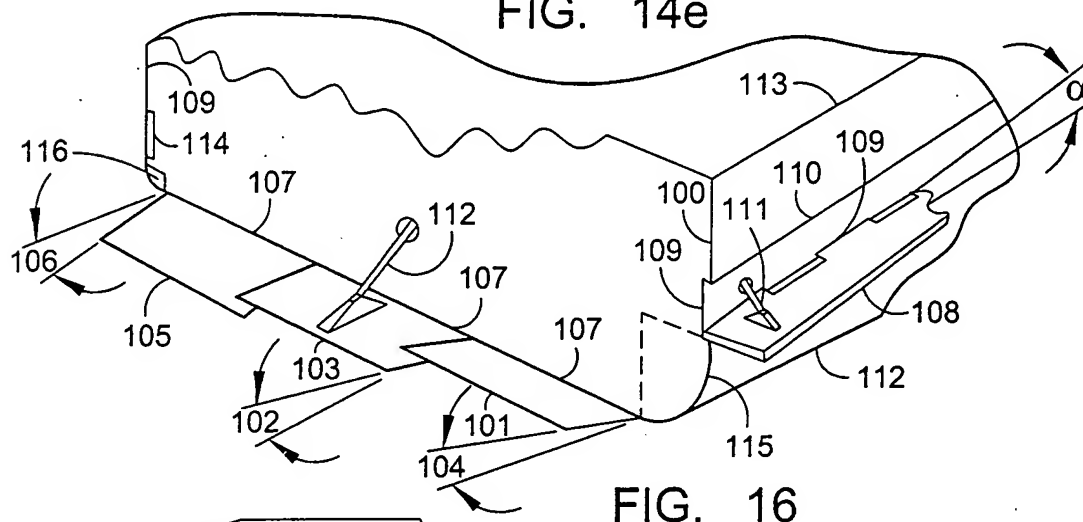


FIG. 16

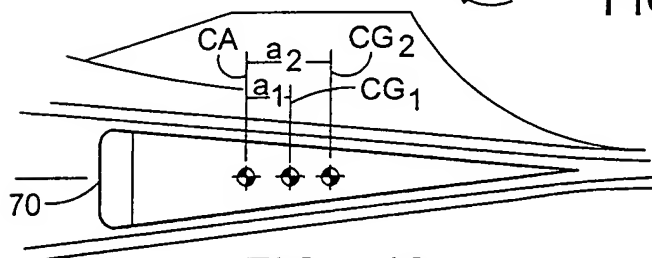


FIG. 19

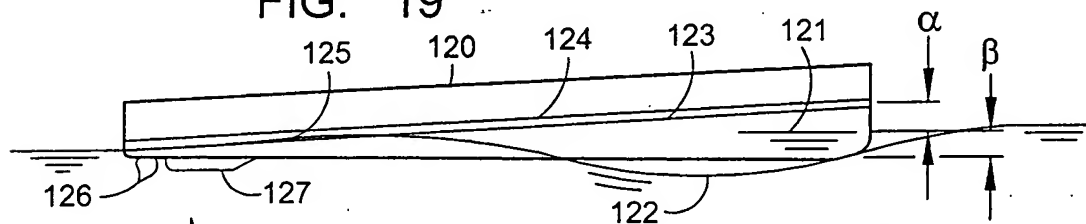


FIG. 17

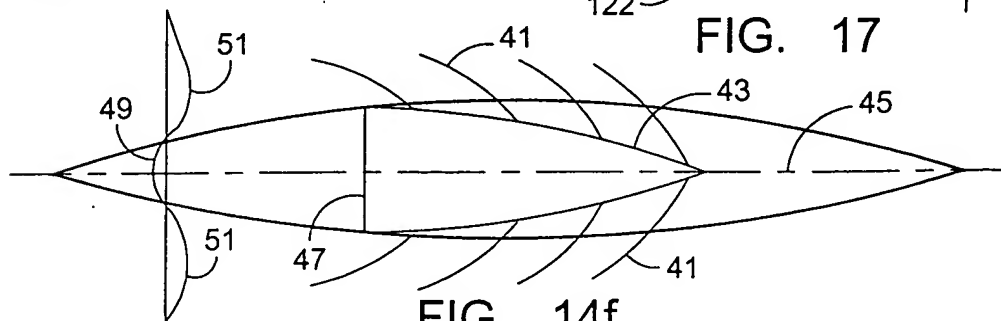
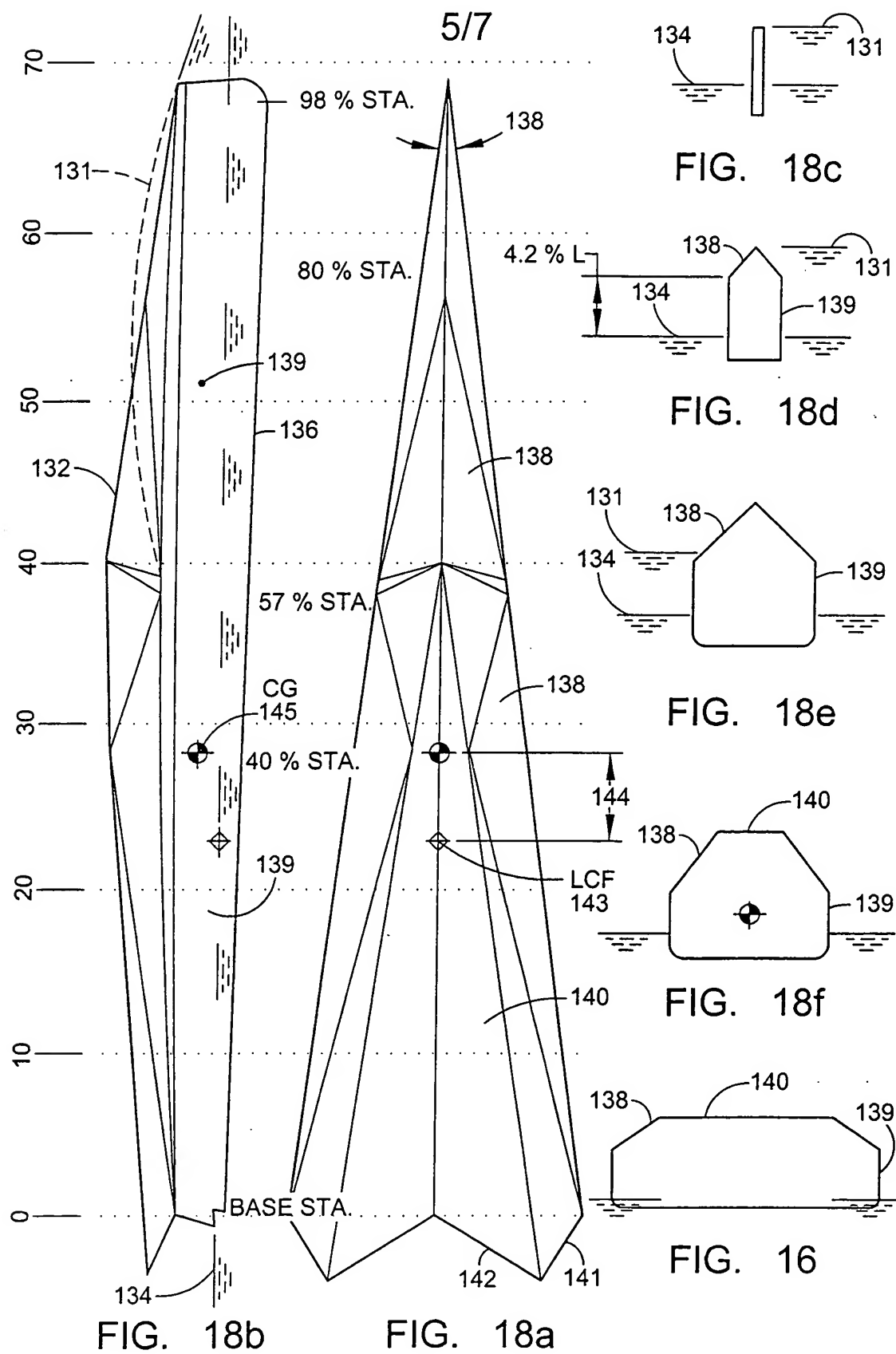
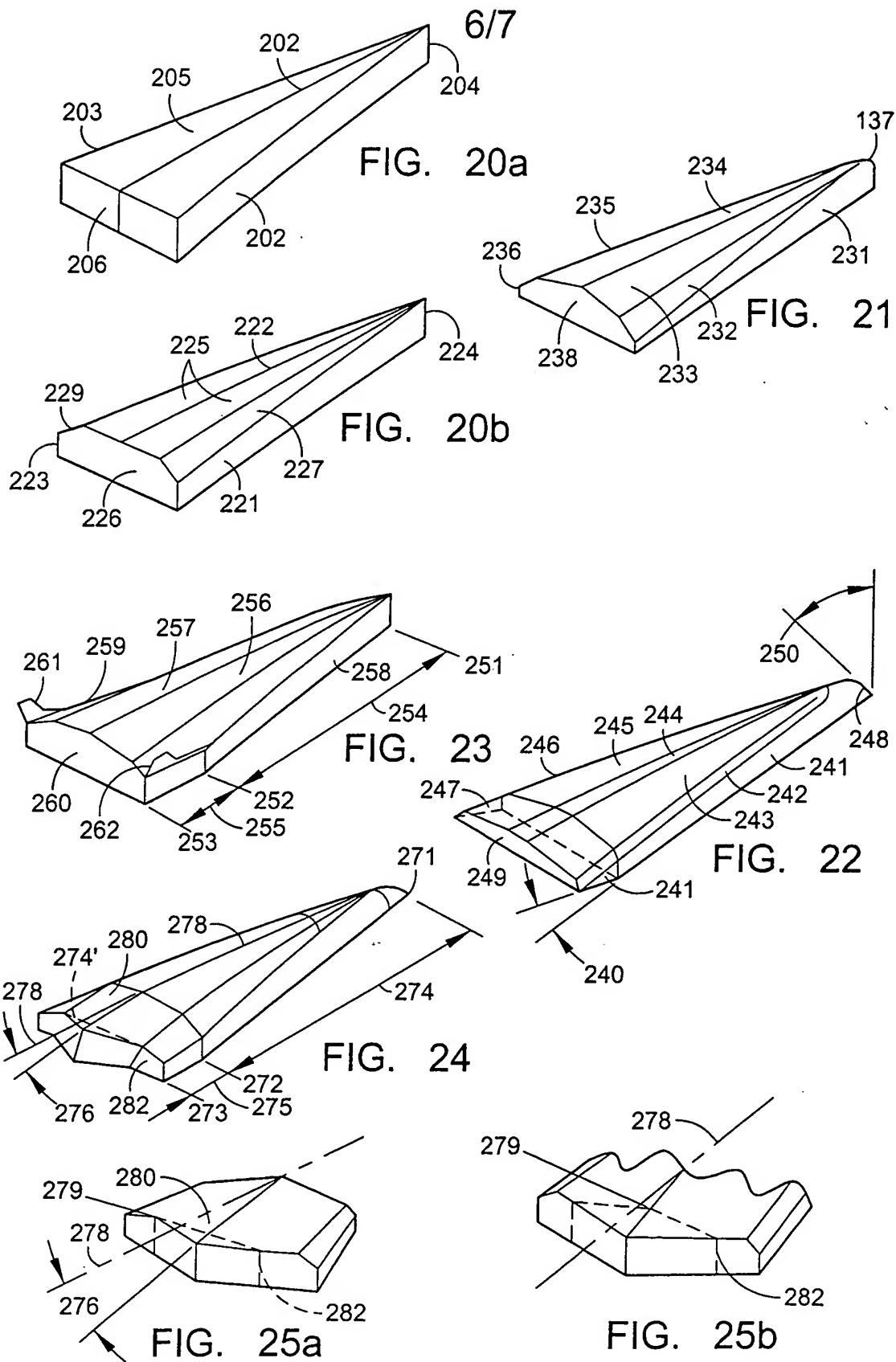


FIG. 14f





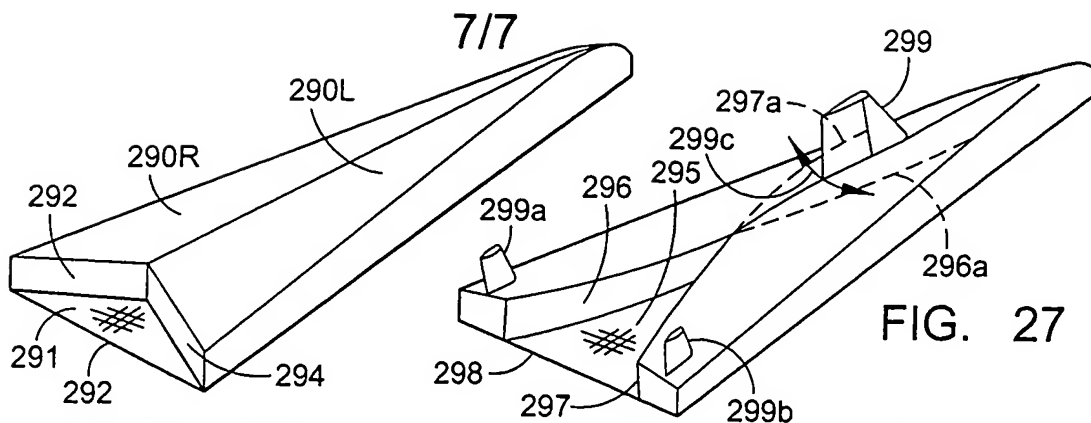


FIG. 26

FIG. 27

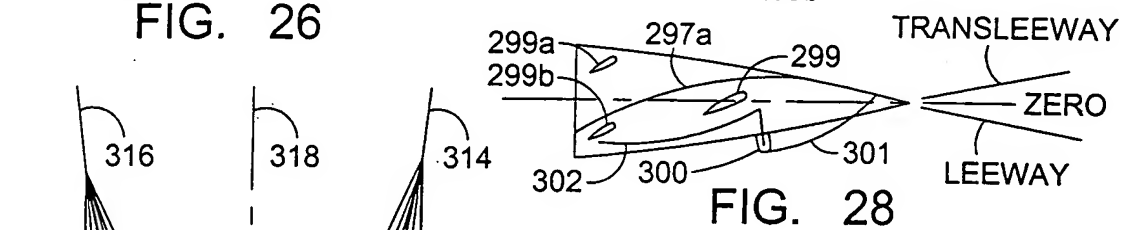


FIG. 28

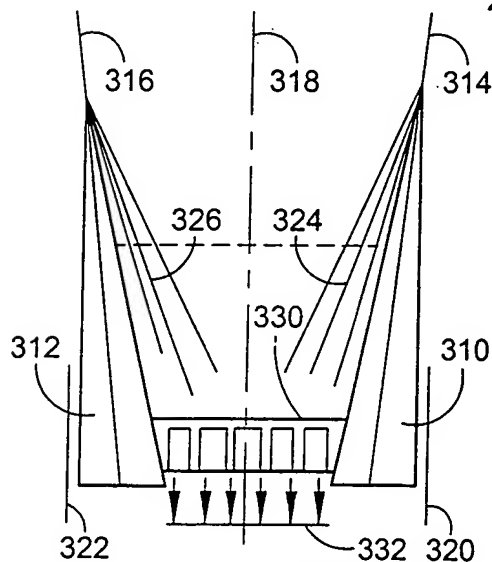


FIG. 28b

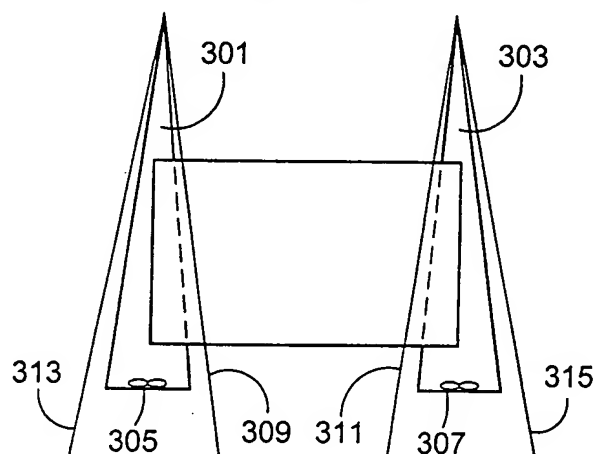


FIG. 28a

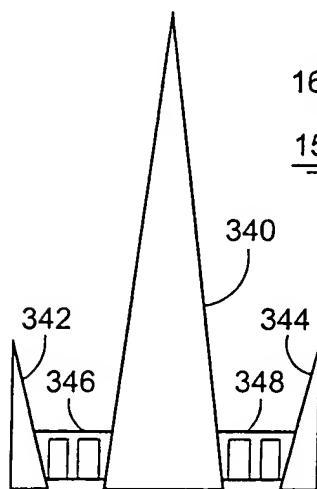


FIG. 28c

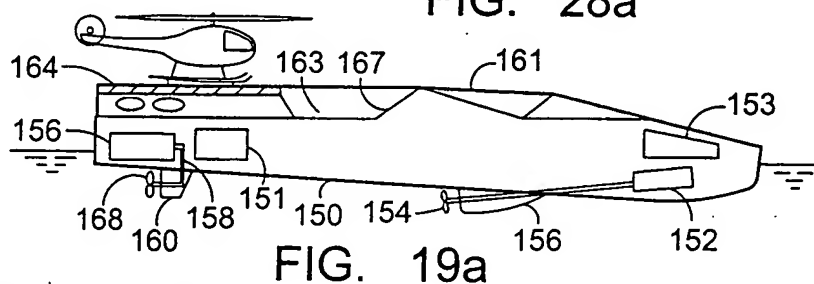


FIG. 19a

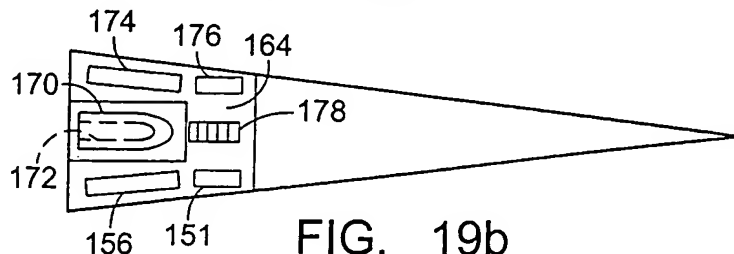
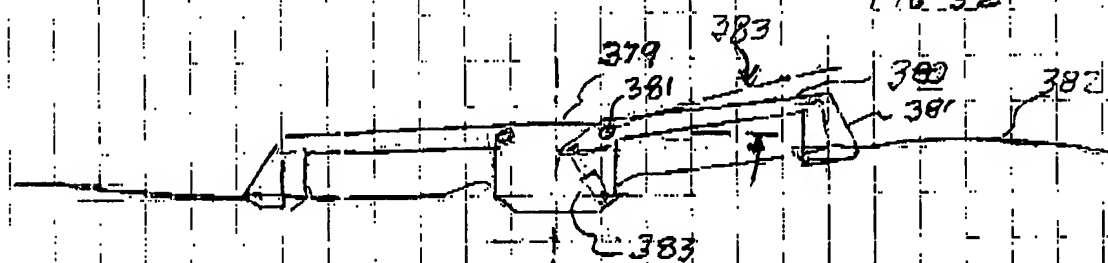
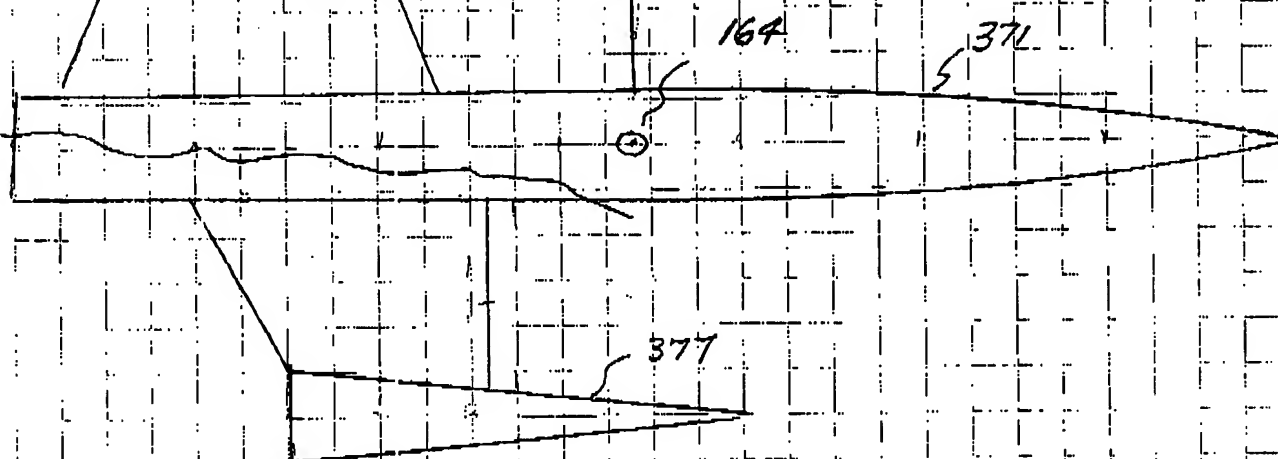
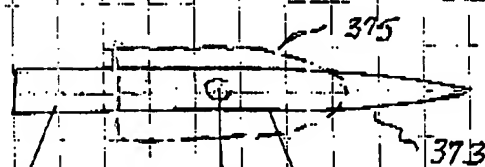
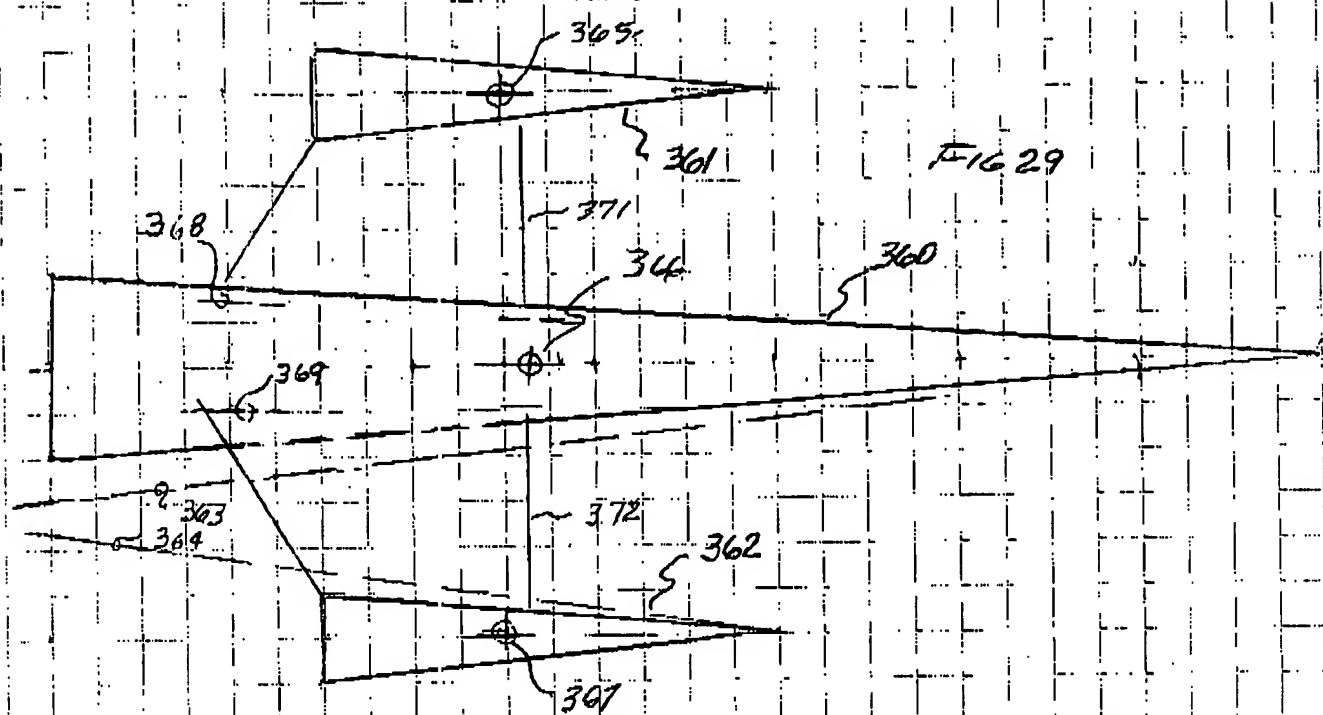
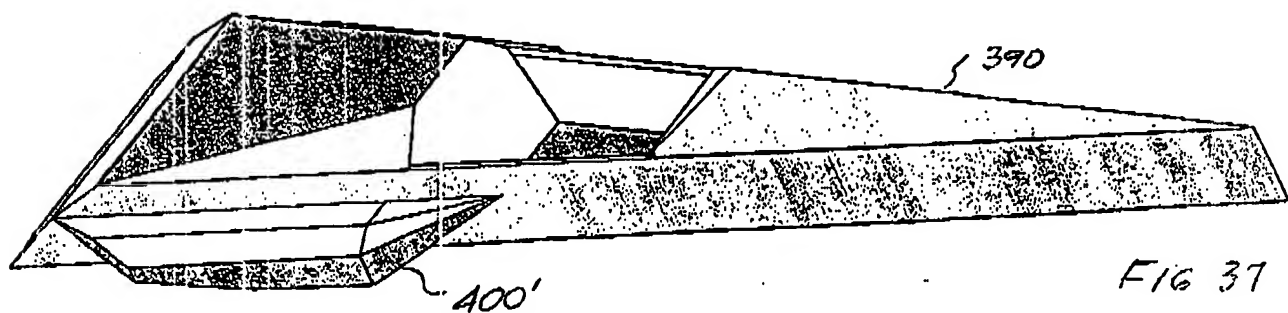
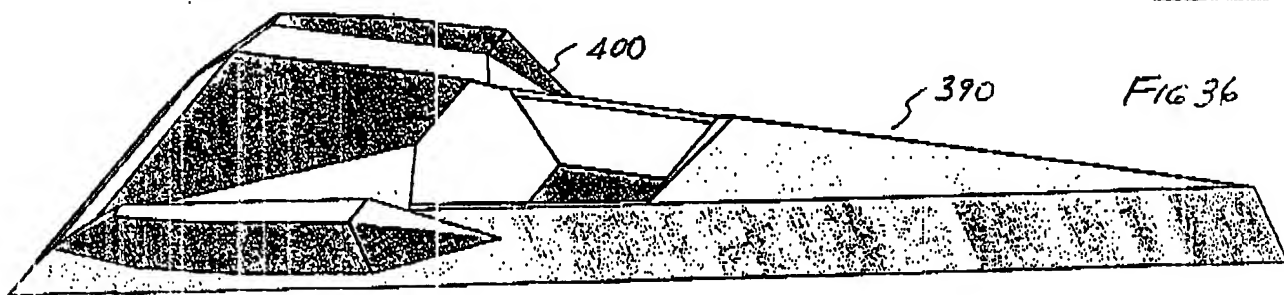
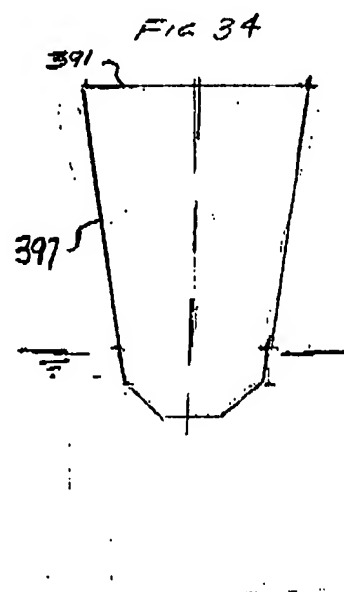
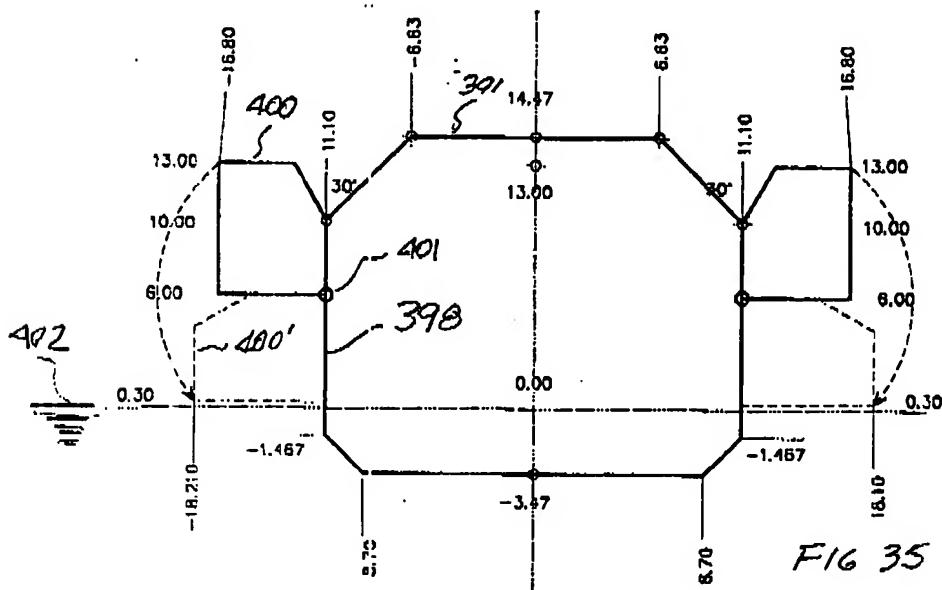
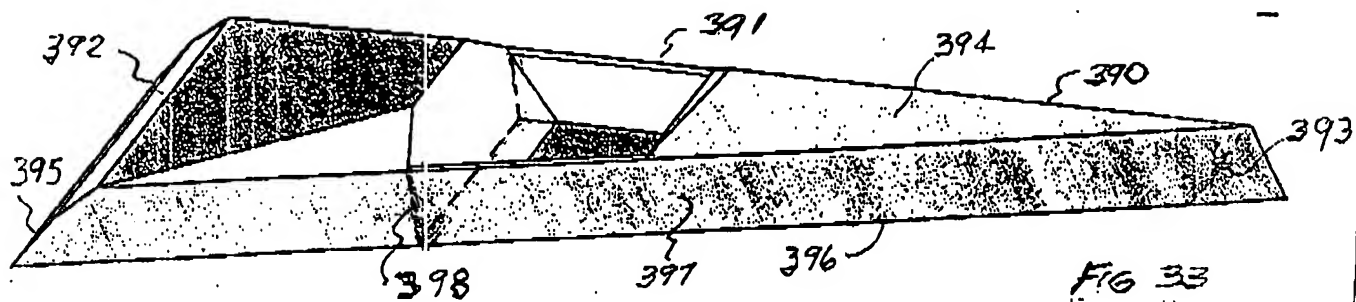
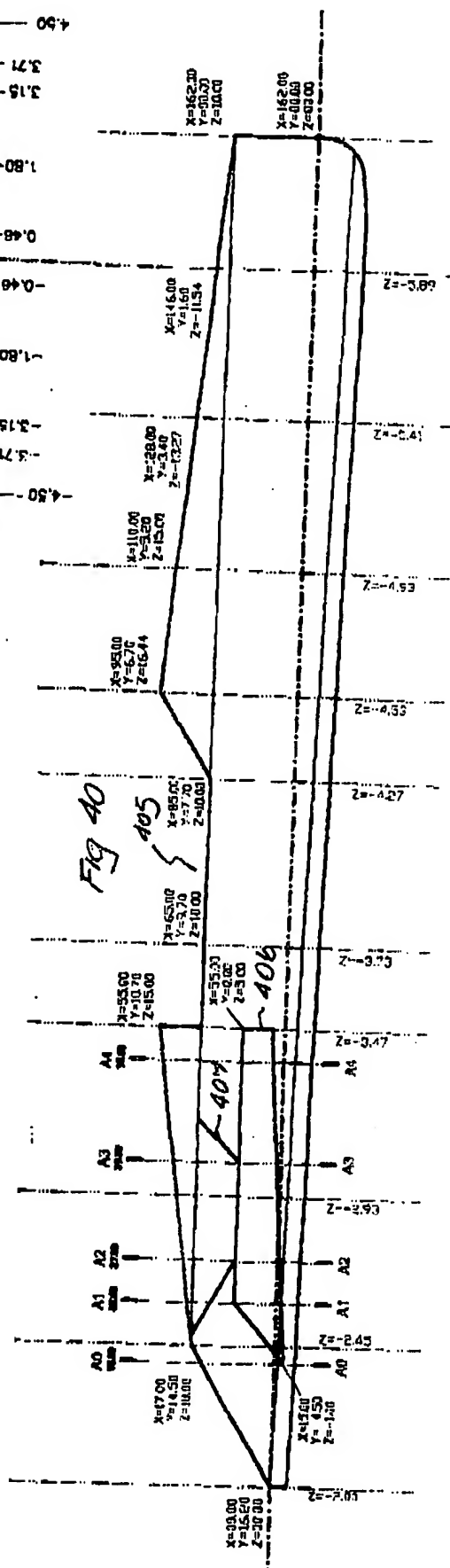
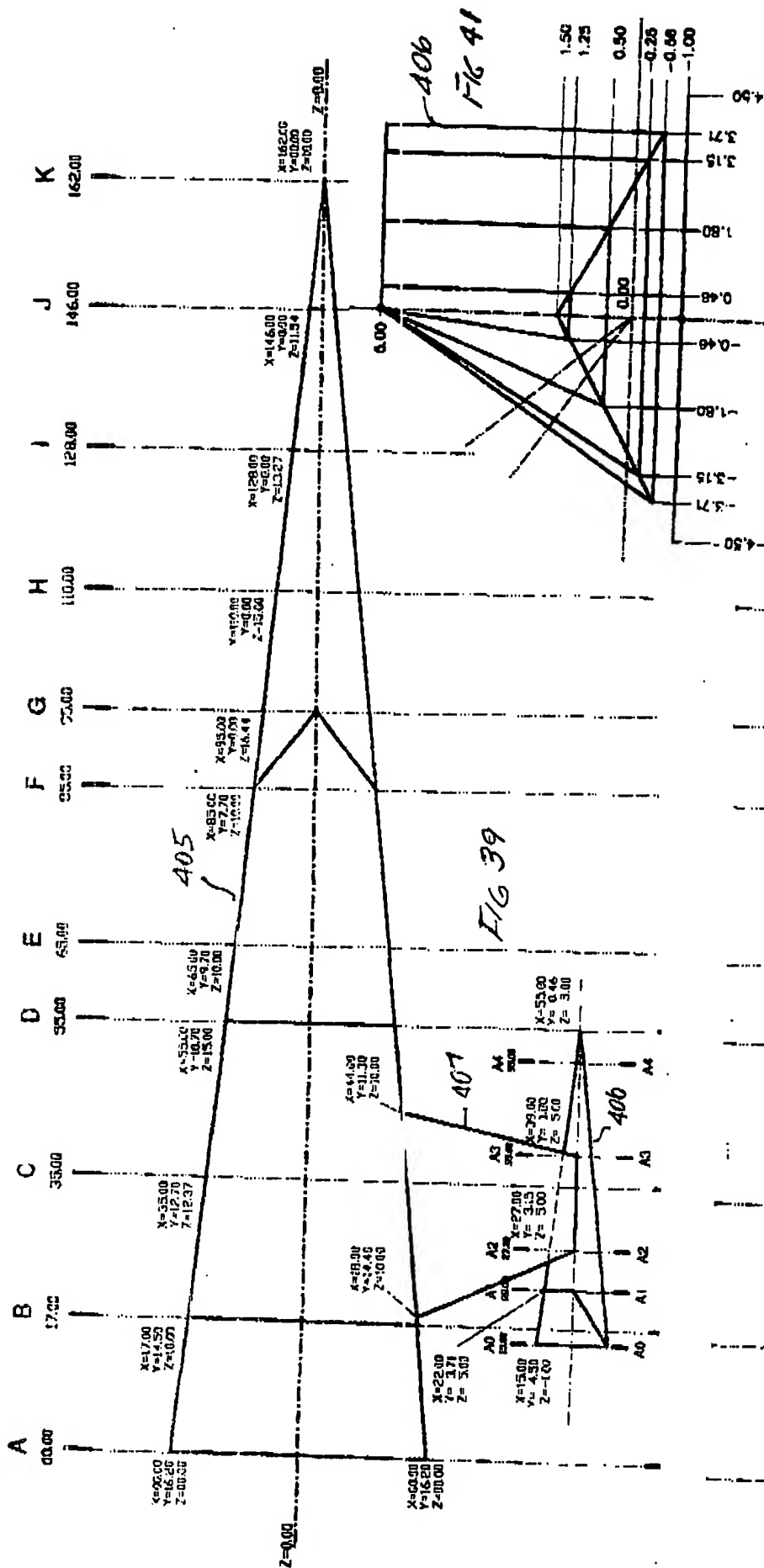


FIG. 19b







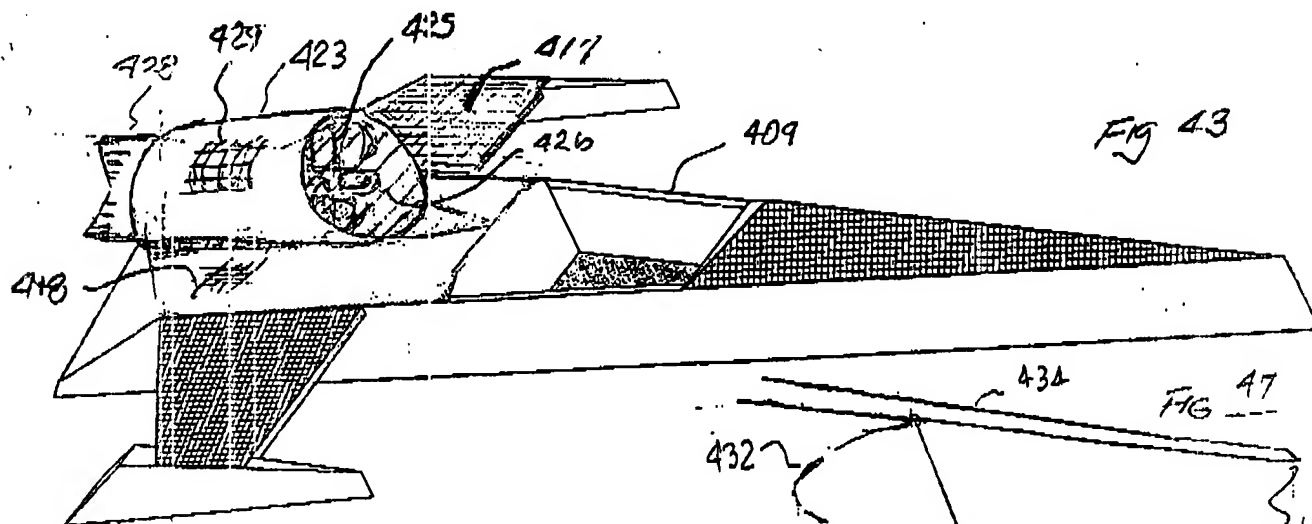
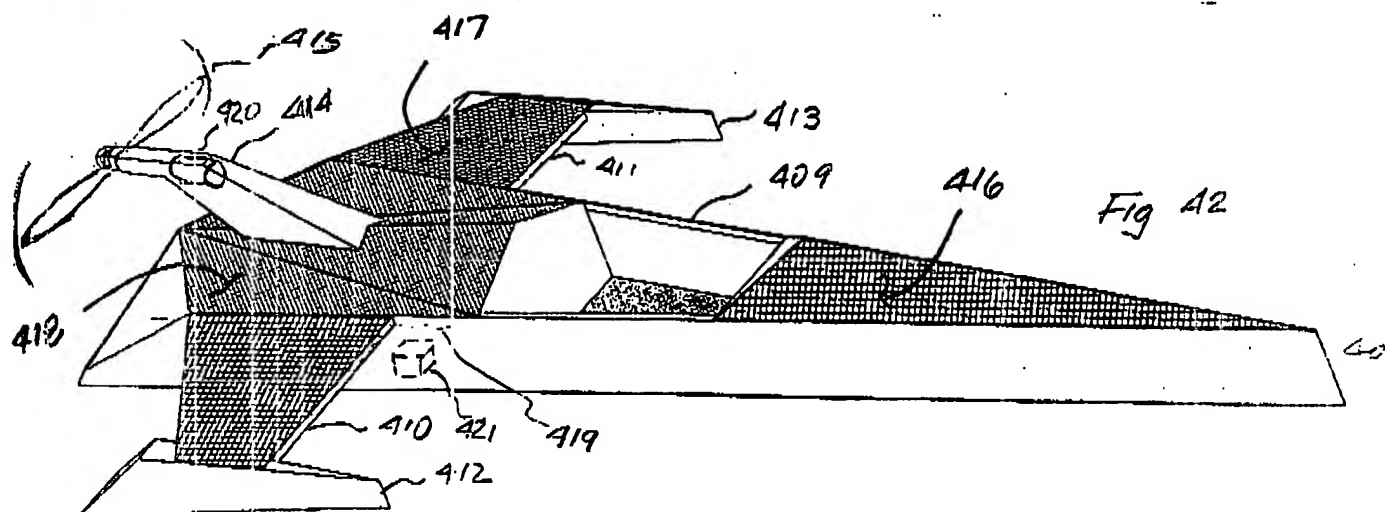
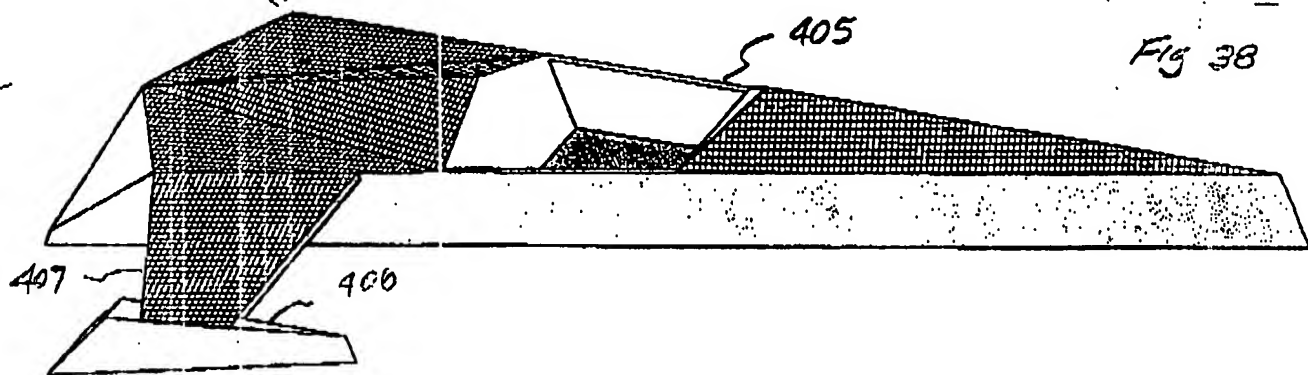
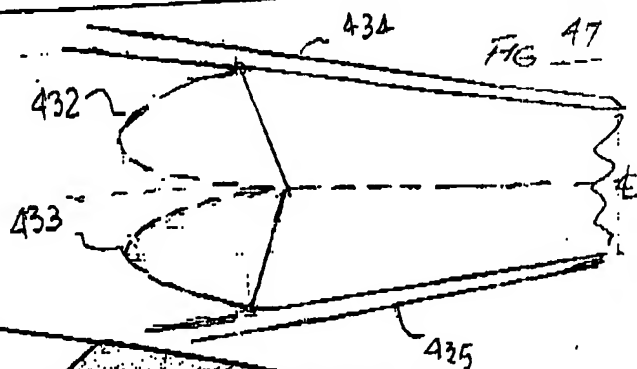
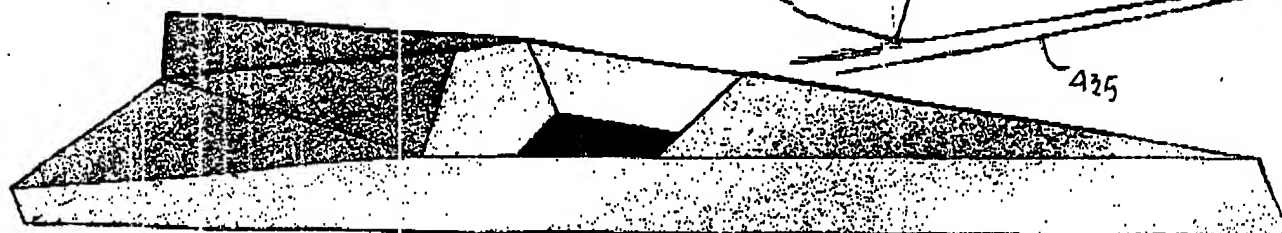


Fig 46



NO LOAD CONDITION:

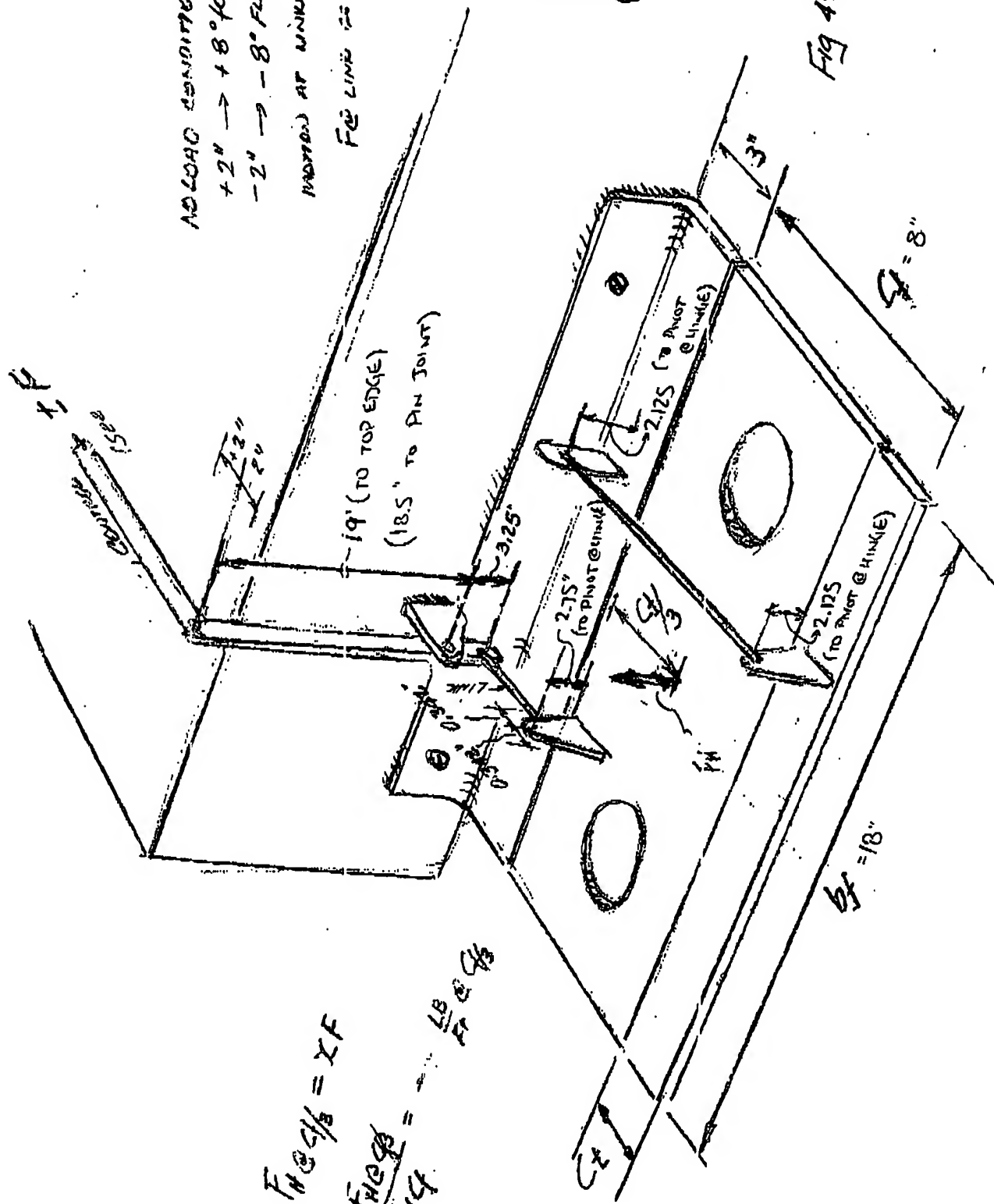
+2" → +8° flap } AT TOP OF
-2" → -8° flap } LINE

MOTION AT LINK ± 0.342

FOR LINK IS $\frac{12.5}{3.15}$

90 HP DB

Fig 4B



$$F_H @ C / 1/3 = XF$$

$$\frac{F_H @ C}{644} = \frac{18 \times 8}{3.15}$$

